

**National Transportation Safety Board  
Washington, DC 20594**

**Brief of Accident**

**Adopted 03/31/1989**

|   |  |            |            |                         |                         |            |   |
|---|--|------------|------------|-------------------------|-------------------------|------------|---|
| ANC88FA022  |  |            |            |                         |                         |            |   |
| File No. 2212   |  | 12/19/1987 | BETHEL, AK | Aircraft Reg No. N9438F | Time (Local): 11:55 AST |            |   |
| Make/Model:   | CESSNA / 208                             |            |            | Fatal                   | Serious                 | Minor/None |   |
| Engine Make/Model:  | P&W / PT6A-114                           |            |            | Crew                    | 0                       | 0          | 1 |
| Aircraft Damage:  | Substantial                              |            |            | Pass                    | 0                       | 0          | 9 |
| Number of Engines:  | 1  |            |            |                         |                         |            |   |
| Operating Certificate(s):   | Commuter Air Carrier; On-demand Air Taxi |            |            |                         |                         |            |   |
| Name of Carrier:  | HERMENS AIR                              |            |            |                         |                         |            |   |
| Type of Flight Operation:   | Scheduled; Domestic; Passenger/Cargo     |            |            |                         |                         |            |   |
| Reg. Flight Conducted Under:  | Part 135: Air Taxi & Commuter            |            |            |                         |                         |            |   |
| Last Depart. Point:   |  |            |            | Condition of Light:     |                         |            |   |
| Destination:  |  |            |            | Weather Info Src:       |                         |            |   |
| Airport Proximity:  |  |            |            | Basic Weather:          |                         |            |   |
|   |  |            |            | Lowest Ceiling:         |                         |            |   |
|   |  |            |            | Visibility:             |                         |            |   |
|   |  |            |            | Wind Dir/Speed:         |                         |            |   |
|   |  |            |            | Temperature (°C):       |                         |            |   |
|   |  |            |            | Obstr to Vision:        |                         |            |   |
|   |  |            |            | Precipitation:          |                         |            |   |
|   |  |            |            |                         |                         |            |   |
| Pilot-in-Command  |  | Age: 24    |            | Flight Time (Hours)     |                         |            |   |
| Certificate(s)/Rating(s)  |  |            |            | Total All Aircraft:     |                         |            |   |
| Airline Transport; Flight Instructor; Commercial; Multi-engine Land; Single-engine Land |  |            |            | Last 90 Days:           |                         |            |   |
| Instrument Ratings  |  |            |            | Total Make/Model:       |                         |            |   |
| Airplane  |  |            |            | Total Instrument Time:  |                         |            |   |

THE PLT HAD PLANNED TO BACK TAXI FOR TAKEOFF ON RWY 36. THE TOWER CONTROLLER ASKED IF A RWY 18 DEPARTURE WOULD BE ACCEPTABLE TO ACCOMMODATE AN ARRIVING ACFT & THE PLT ACCEPTED A CLNC. HE STARTED HIS TAKEOFF WITH 3900' REMAINING ON THE 6399' RWY. AFTER INITIAL LIFT-OFF, THE ACFT WOULD NOT SUSTAIN FLT. THE PLT 'INTENTIONALLY LANDED' BEYOND THE END OF THE RWY ON SNOW COVERED TERRAIN. SUBSEQUENTLY, THE NOSE GEAR COLLAPSED & THE ACFT WAS DAMAGED. AN INVESTIGATION REVEALED THERE WAS A SLIGHT TAIL WIND & THE ACFT WAS APRX 1200 TO 1400 LBS OVER ITS MAX WT LIMIT. ALSO, THE LEADING EDGES OF THE WINGS HAD SOME RESIDUAL IN-FLT ICE THAT THE DE-ICE BOOTS HAD NOT CLEARED FROM THE PREVIOUS DAY'S FLT.



Brief of Accident (Continued)

ANC88FA022

File No. 2212

12/19/1987

BETHEL, AK

Aircraft Reg No. N9438F

Time (Local): 11:55 AST

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Occurrence #1: NOSE GEAR COLLAPSED

Phase of Operation: TAKEOFF - ABORTED

Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (F) AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
3. (F) INADEQUATE SURVEILLANCE OF OPERATION - COMPANY/OPERATOR MGMT
4. (F) WING - ICE
5. (F) ICE/FROST REMOVAL FROM AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND
6. (F) WEATHER CONDITION - TAILWIND
7. (F) ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
8. AIRSPEED - NOT POSSIBLE
9. ABORTED TAKEOFF
10. (F) TERRAIN CONDITION - SNOW COVERED
11. LANDING GEAR, NOSE GEAR - OVERLOAD

Findings Legend: (C) = Cause, (F) = Factor

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The National Transportation Safety Board determines the probable cause(s) of this accident as follows.